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Hongkong, 29th April, 1908. [a463]

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H. HAYNES,
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Hongkong, 4th January, 1912. [157]

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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a37]

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M. J. NATHAN,
Manager.
Kowloon, 30th May, 1912. [a536]

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Hongkong, 31st July, 1907. [576]

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DEATH.

On May 25th, at Shanghai, GEORGE
DANIEL SHARNHORST.

HONGKONG OFFICE: 10A, DES VOEUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 3RD, 1912.

THERE are indications that Japan, after
suffering more or less severe depression
in trade for several years, is on the eve
of an industrial revival. The indications
of such a revival, it must be admitted,
are at present more or less of a negative
nature, and depend more on favours to
come than actual results. Nevertheless
they are of sufficient importance to
warrant consideration. The prospect
that under the changed conditions in
China there will be a great increase in
China's foreign trade is one of the
favours to come which is animating
industrial circles in Japan. As China's
neighbour, and as possessing more
advanced industrial equipment, Japan
seems justified in expecting that a good
share of China's increased foreign trade
will fall to her. She already carries on a
comparatively large business with the
Middle Kingdom, which even the revolu-
tion did not affect to any serious extent,
and she is now devoting herself to pro-
viding for the increased demand she
expects to come. One drawback Japan
suffers from is that her output is yet
comparatively small. She cannot com-
pete with her rivals in the West in filling
large orders promptly, with the result
that she often loses the advantage of her
geographical position. It is possible for
a large order to be placed in a European
country to be delivered more promptly,
in spite of the time taken in transpor-
tation, than would be the case if the order

were placed in Japan. Recent foreign
trade returns seem to indicate that
Japan is trying to overcome this draw-
back. The revision of the tariff in Japan
has not yet had the effect anticipated—
of shutting out foreign goods. The
excess of imports still continues, and,
indeed, has so far this year reached an
unprecedented amount. The nature of
the imports, however, shows that no
alarm need exist on this point. There
has been a large import of raw cotton,
for instance, which is absolutely neces-
sary for Japan's spinning industry; in
wool, in hemp and other fibres. The iron
import has also shown a great advance,
followed to a lesser degree by other
metals, and the import of machinery
appears to have received no check.
Briefly it may be said that the increase
in the imports is almost wholly in the
direction of raw materials and the
appliances for turning those raw
materials into finished products, so that
it may justly be concluded that either
there is an increased demand for
Japanese products or that such a demand
is expected in the near future. This
indirect evidence of an industrial revival
is supported by something of a boom in
company promoting. It is true that
many of these new companies have been
formed for engaging in purely domestic
undertakings, such as electric tramways,
and other means of communication, but
there are also a large number of companies
formed for manufacturing purposes,
although in no case is a very large
amount of capital involved. To give
some idea of the growth of this company
fever, it may be stated that the total
number of new companies established in
Japan since the beginning of January
last is about a thousand, with a total
capital of £348,000. That Japan can
increase her output very considerably
provided she finds a market there is no
doubt, and if the increase in the trade
with China is as good as anticipated
developments may be expected. At the
same time Japan is suffering under
several drawbacks which undoubtedly
retard her progress. She is not only
saddled with an enormous debt, but also
with an undertaking to pay off this debt
by heroic measures. As a matter of fact,
these measures have already broken down
in practice, the annual amount set aside
for paying off the debt being offset by
continued new loans. Japan is thus pay-
ing out with one hand and borrowing
with the other, and no Finance Minister
has yet had the courage to cut the knot
and boldly dock the amount allotted to
the Sinking Fund to reduce the excessive
taxation under which the country is
suffering. There is no doubt that such
a trenchant step would effect to some
extent the value of Japan's bonds
abroad, although, as most of these are
held as investments, the stockholders would
not suffer. It may, of course, also be bad
finance for a country to depart from the
policy laid down, since it gives rise to
some distrust as to the country's financial
stability. The facts of Japan's finances
are now so well known, however, and so
widely discussed that a revision of policy
would merely mean an acknowledgment
that better principles of finance are to be
followed. At present a Commission is
sitting to investigate the incidence of
taxation and to ascertain whether any
improvements can be made in distributing
the burden more equally. There is also
some talk of a reduction of taxes, but in
the present condition of the State finances,
such reduction can only be nominal; that
is, reduction in one direction must be
accompanied by increases in others.
Accompanying this high taxation is a
considerable increase in the cost of
living, the prices of necessities even
reaching an unprecedented figure. In the
case of rice, the staple article of diet of
the country, this increase has been set
down to the manipulations of speculators
on the rice exchanges, and the Government
has taken the extreme measure of having
some of these speculators arrested and
charged with gambling. Forming corner
in rice is a favourite pursuit of those who
are in a hurry to get rich, and if the
Government can show that the law under
which the rice exchanges carry on their
business covers only bona-fide transac-
tions—that is those in which the rice is
actually delivered, such speculation will
receive its death-blow. At the same time
it is to be feared that the high price of
rice is not entirely due to the speculations
on the rice exchanges, and that the popula-
tion of Japan is beginning to get ahead
of its food supply. It is of interest to
note in this connection that the agricul-
tural interests appear to be very prosper-
ous. Large supplies of artificial manures
have been imported lately and the de-
mand seems to be fully equal to the supply.
This prosperity in the rural districts may
do something to stop the migration to
the towns and cities which, in Japan, as
in most Western countries, is on the in-
crease, but it will hardly help the manu-
facturers, who have constantly to fight
against the demand for an increase of
wages due to the higher cost of living.
Labour troubles have also made their

appearance in Japan with greater fre-
quency recently, and although they have
been dealt with in a rather despotic
manner, they are likely to continue as
long as wages fail to keep pace with the
increasing cost of necessities. In spite of
these drawbacks, however, it seems prob-
able that Japanese industry will mark
another step in advance in the near
future.

The German mail of the 30th April was
delivered in London on the 31st May.

The name of Mr. A. G. Hewitt has
been added to the list of authorized
architects.

A Chinese was on Saturday sentenced
to six months' imprisonment for stealing
a \$100 bill from 214, Queen's Road West.

Mr. W. L. Carter has been appointed a
member of the Sanitary Board during
the absence on leave of the Hon. Mr.
Hewett.

Nineteen men were fined \$2 each or
seven days by Mr. Melbourne on Satur-
day for making use of a house as an
opium den. The keeper was fined \$250
or three months.

It is notified in the Gazette that the
Rev. Henry Copley Moyle having
assumed office as Chaplain is a member
of the Church Body for St. John's
Cathedral Church.

Mr. William Dickson will act as a
member of the Court of the University
of Hongkong during the absence from
the Colony of Mr. Montague Ede, with
effect from the 22nd ult.

The Hon. Mr. Murray Stewart's
appointment as an unofficial member of
the Legislative Council during the
absence of the Hon. Mr. Hewitt is
announced in the Gazette.

The Times of the 7th ult. says:—Lady
Lugard is making good progress and was
able to be carried from Hans-crescent
Hotel to 10, Hans-mansions, where Sir
Frederick and Lady Lugard remain for
the season.

H.E. the Officer Administering the
Government has been pleased to appoint
Captain F. J. G. Agg, The King's Own
Yorkshire Light Infantry, to be his
Aide-de-Camp, in the place of Captain
P. H. Mitchell-Taylor.

Mr. M. W. Pett, superintendent of the
Singapore Fire Brigade, has just
been appointed to command the brigade
of the foreign settlement at Shanghai.
Prior to going north, however, he will
go home on leave for six months.

H.E. the Officer Administering the
Government has been pleased to appoint
Rev. G. M. Spada to act as a member
of the Court of the University of Hong-
kong during the absence from the Colony
of the Right Rev. D. Pozzoni, with effect
from the 19th ult.

As a result of the decision of the Court
of Appeal at Kuala Lumpur that the
cart used by Harewood estate had no
licence it appears that all estates must
licence their carts and in consequence
Government would net about a million
dollars extra revenue.

On Friday afternoon, two men wheel-
ing a truck in a passage at the rear of
the Hongkong Hotel pushed it against
a ladder, on which another Chinese was
working. He fell to the ground and was
so seriously injured that he died almost
immediately. The two men were on
Saturday charged with causing his death,
and were remanded.

We are informed by Messrs. Thos. Cook
and Son, the local agents of the South
Manchuria Railway Company, that the s.s.
Suiho Maru has now resumed running in
the Shanghai-Dalny service, and will
leave Shanghai every Wednesday forenoon
for Dalny, connecting with the South
Manchurian and St. Petersburg Ex-
presses leaving Dalny at 2.00 p.m. on Fri-
day, returning from Dalny on Saturday
at 3 p.m., and due in Shanghai on Mon-
day morning.

At to-morrow's meeting of the Sanitary
Board, Mr. F. B. L. Bowley, pursuant to
notice, will move "That the Registrar-
General be appointed as an additional
member of the Committee appointed by
the Board on the 13th February, 1912,
to carry out the provisions of the By-
laws for the prevention or mitigation of
epidemic, endemic or contagious dis-
eases, and that the Committee re-
appointed on the same date to carry out
the provisions of the By-laws for the
Removal of Cellings be dissolved."

THE "SOSHU MARU" ROBBERY.

At the Magistracy on Saturday, seven
men who had been arrested in connection
with a robbery which took place on the
s.s. Soshu Maru were brought before Mr.
C. D. Melbourne. Mr. Lewis appeared
on behalf of the defendants and secured
a formal remand.

THE KING'S BIRTHDAY PARADE.

To-day being the birthday of H.M.
King George V., a military parade
will be held on the Hongkong
Cricket ground this morning. All
detachments are required to be in
position by 7.30 a.m. The troops will be
inspected by H.E. the Officer Administer-
ing the Government (Hon. Mr. Claud
Severn). After the firing of the Royal
Salute and a *feu-de-joie*, the Band will
play the National Anthem, the troops
will remove their head-dress and give
three cheers for the King, and then march
past in fours.

GOVERNMENT HOUSE.

There will be an Official Dinner at
Government House to-night (June 3rd)
to celebrate the anniversary of His
Majesty's Birthday.

The following have been invited:—
General Anderson, Mr. Rees Davies, Mr.
Clementi, Sir Kai Ho Kai, Mr. Gom-
pertz, Mr. Ross, Mr. Anderson, Colonel
Rowlandson, Mr. d'Oettingen, Major
Taylor, Monsieur Paillard, Colonel St.
John, Mr. Alabaster, Mr. Murray
Stewart, Colonel Irwin, Mr. Friesland,
Colonel Gordon Hall, Mr. Macedo,
Colonel Dyer, Mr. Imai, Mr. Chatham,
Mr. Thomson, Rev. Copley Moyle, Rev.
Father Spada, Mr. Halifax, Colonel
Hamilton, Dr. Voretch, Colonel
Radcliffe, Mr. Eitzen, Capt. Stewart,
Colonel Begbie, Mr. de Reuss, Mr. Bade-
ley, Mr. Wei Yuk, Colonel Stacpole,
Colonel Chapman, Mr. Hurtado, Mr.
Pollock, Mr. Osborne, Colonel Mullins,
Mr. Janssens, Major Tulloch, Mr. Nilsson,
Rev. Foster Pegg, Capt. Simonds and
Mr. Crofton.

SUPREME COURT.

Saturday, June 1st.

IN ORIGINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (MR. REES
DAVIES, K.C.).

THE LI CASE.

His Lordship delivered judgment in the
now famous Li family case, the present
hearing of which occupied the Court
eighteen days.

Mr. Eldon Potter, instructed by Mr.
W. Crowther Smith, appeared for the
plaintiffs, and Mr. C. G. Alabaster, At-
torney-General, instructed by Mr. J. Scott
Harston, appeared for the defence.

His Lordship said that this was a case
in which the action was brought by the
widow and executrix of one Li Chuk Chi
for the return of monies alleged to have
been paid by Li Chuk Chi under a family
agreement made between the sons of Li
Sing, deceased, whereby the two defend-
ants, it is alleged, requested Li Chuk
Chi to pay certain debts and gave him a
document in writing acknowledging their
indebtedness to the amount named in the
borrowing note. The defence was a denial
of the alleged request and of the payments
and all indebtedness and by amendments
made in the defence at the abortive
hearing before Sir Francis Pigott alterna-
tive pleas were inserted, averring revoca-
tion of the alleged request, and further
stating the conditions under which the
family agreement was entered into, which
conditions, the defendants pleaded, were
not complied with, and the agreement
failed.

His Lordship, after reviewing the
evidence, said:—There will be judgment
for the plaintiff on the claims allowed, for
\$25,300 and costs of action except in so
far as they have been increased by the in-
clusion of the claims which have been
disallowed. The costs of the defendants,
so far as they have been increased by the
inclusion of the claims disallowed, are to
be paid by the plaintiff to the defendants.
The question of interest was reserved for
argument. I must add a word as to a
remark that fell from Mr. Drummond at
the close of his address. He said that if
the plaintiff's case were believed she is en-
titled to all but if not, she is not entitled
to one dollar. I have only to say that I
have to decide on the facts as I find them
on the evidence before me.

On Mr. Potter—I beg to move for judg-
ment for \$25,300 and costs, subject to the
question of interest being argued.

His Lordship—I think you ought to
be satisfied with what you have got, with-
out going into details. Whatever your
legal rights may be you ought to be satis-
fied with what you have got.

Mr. Alabaster—Will your Lordship
grant a stay?

His Lordship—Is that necessary?

Mr. Alabaster—We are asking for a stay
of six months in which to consider our
position. It is the appealable time.

Mr. Potter—There is no instance of a
stay being granted for six months. I am
quite prepared to consent to a reasonable
time.

His Lordship—I will grant a stay for
two months.

Mr. Alabaster—Will your Lordship
say three months? The money is safe
enough.

Mr. Potter—The money is safe enough,
but it should be brought into Court.

His Lordship—Mr. Attorney suggests
three months.

Mr. Potter—If the money is paid into
Court, then I think there will be no objec-
tion.

His Lordship—This is an exceptional
case. I will grant a stay of execution for
three months.

On the application at Mr. Potter his
Lordship certified for two Counsel and
for the services of a shorthand writer.

TELEGRAMS TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE LONDON DOCK STRIKE.

GREATER ACTIVITY AT THE
DOCKS.

LONDON, June 1st.

There is greater activity at the docks.
The volunteer workers who are unloading
foodstuffs at first received sixpence per
hour, but struck for a shilling, which has
been granted.

TWO THOUSAND MEN WORKING.

Two thousand men were working at the
docks yesterday unloading 25 ships as
compared with a thousand on Thursday.

RAILWAYMEN TO STRIKE.

A meeting of three thousand Great
Eastern Railway men decided to strike
if necessary to secure victory for the
strikers in the Port of London.

GOVERNMENT PROPOSAL.

Unrest is general among the strikers.
A conference of Ministers was held at
the Home Office, after which Mr. Ben
Tillet announced that the Government
proposed the establishment of a Conci-
liation Board for the Port of London. The
proposal is being considered by the
masters and the men, who will reply next
week.

A private conference was held by the
employees yesterday, and they decided
that they would be willing to accept
the Conciliation Board if it was purely
consultative and not if it possessed com-
pulsory powers.

The National Council of Transport
Workers has resolved to recommend the
London Strike Committee to accept the
Government's proposal with the necessary
safeguards ensuring the enforcement of
the decisions of the Conciliation Board.

SHIPOWNERS AND TRADE UNIONISTS.

The London Shipowners are offering a
minimum of 40/- weekly to the men who
do not insist on their comrades being
trade unionists.

THE SYMPATHY OF THE BUILDING TRADE.

The Federation of the London building
industries has decided to withdraw all
men employed at the docks and wharves
of London if non-unionists are employed
by shipowners.

A SMALL STRIKE OF COLLIERIES.

LONDON, June 2nd.

Colliers to the number of 1,300 have
struck in the Midlands as a protest
against an award by the Wages Board.

NEW YORK WAITERS STRIKE.

LONDON, June 1st.

A telegram from New York states that
two thousand waiters at six of the most
fashionable restaurants dropped their
napkins at the dinner hour and walked
out. The cooks and hotel employees are
joining the strike, which is spreading to
the clubs and apartment houses.

LATER.

Thirty hotels and restaurants are now
affected by the strike of waiters and
kitchen servants. Altogether 3,500 are
out on strike. College students are re-
placing the strikers.

AUSTRALIAN NAVAL POLICY.

LONDON, June 1st.

The Times Sydney correspondent states
that Mr. Andrew Fisher, the Premier, in
a statement made as the result of a
suggestion of a London newspaper to the
effect that the Commonwealth should
copy New Zealand, with regard to her
recent action, says that to split the fleet
unit is impracticable and unstatesman-
like, whereas the Commonwealth policy
will relieve British ships and crews for
service in home waters.

MALTA NAVAL AND MILITARY
REVIEW.

LONDON, June 2nd.

A wire from Malta states that a naval
and military review of 6,600 men was
held in the presence of Mr. Asquith, Mr.
Churchill and General Hamilton and
other Generals and Admirals. It was a
magnificent spectacle, especially with re-
gard to the Naval Brigade and field
guns. Mr. Churchill conversed with
every officer on parade.

MAIL SERVICE DISORGANISED.

LONDON, June 1st.

The Secretary of the P. & O. Steam
Navigation Company writes to the news-
papers emphasizing the difficulties of main-
taining the mail service to India, China,
Japan and Australia under the present
conditions of labour unrest. He states
that the steamers *Maloja* and *Egypt*,
which were appointed to take the mails
this week and next week respectively,
are still undischarged. The *Maloja* has
gone to Rotterdam to discharge coal and
will sail without a pound of freight
aboard. The *Egypt* will be replaced by
the *Caledonia*, which likewise will be
despatched in ballast. The *Himalaya*,
unless the strike concludes, will have to
replace the *Montgolfier*, which is due to
sail on June 14th, and will likewise
depart in ballast.

The Secretary points out that a pro-
longation of the present disturbance
must lead to the suspension of the mail
service altogether.

OPIUM FOR CHINA.

STRONG REPRESENTATIONS BY BOMBAY
MERCHANTS.

LONDON, June 2nd.

The leading opium merchants in Bom-
bay have wired to the Government of
India, drawing attention to the extreme-
ly critical situation in the opium trade
with China. They complain that the
Chinese merchants are unable to accept
delivery because several of the provincial
authorities refuse to admit Indian
opium, in defiance of the treaties. The
merchants declare that they are obliged
to continue buying opium in order to
keep up prices to prevent a collapse
on the Chinese markets. They further
state that the resumption of opium
cultivation in China is unchecked.
They say that, unless the Govern-
ment immediately strongly supports the
merchants, a grave financial crisis will
follow. They suggest that their present
stock should be taken over by the Chinese
Government. They would be quite will-
ing to end their trade in opium, and
secure the earliest cessation of shipments
to China.

WELSH NATIONAL LIBRARY.

LONDON, June 1st.

The Government have subscribed
£30,000 towards the fund for the
National Library of Wales.

TREASURY WINDFALLS.

LONDON, June 1st.

The cotton spinners, Mr. James Coats
and Mr. Archibald Coats, left £1,994,145
and £1,365,132 respectively.
So far there have been five millionaire
estates administered in the new financial
year.

ILLNESS OF SIR GEORGE WHITE.

LONDON, June 1st.

The condition of Field Marshal Sir
George White, V.C., is now dangerous.

"CARPATHIA'S" CAPTAIN
LIONISED.

LONDON, June 1st.

The Captain of the *Carpathia* is being
lionised in New York. He has received
on ovation in the theatres, and has been
entertained at luncheon by the widows of
Colonel Astor and Messrs. Thayer and
Widener.

THE CRETAN DEPUTIES.

LONDON, June 2nd.

A telegram from Athens states that
owing to the determination of the Cretan
deputies to take their seats at the open-
ing of the Chamber to-day, the Greek
Government, disregarding the protests of
the Consuls of the Powers, drew round
the building a cordon of armed troops,
who tearfully (*sic*) barred the approach
of the deputies. The Cretans thereupon
sent a deputation to parley with the
Premier. The incident was witnessed by
enormous crowds. When the excitement
subsided some of the troops were with-
drawn and the Chamber adjourned until
October 14th.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

TURKO-ITALIAN WAR.

LONDON, June 1st.
Marquis Gioletti, the Italian Premier, in an interview, published in the *Daily Chronicle*, said he does not think that the war will last much longer. Unless Turkey submits soon, Italy will strike harder than she has yet done.

CUBAN REVOLUTION.

LONDON, June 2nd.
A telegram from New York states that United States marines have been landed in Cuba with the concurrence of the Cuban President.

LATER.

A despatch from Santiago de Cuba to New York states that the Government troops have defeated the rebels in a battle near Palmassoriano, killing 138.

ROYAL VISIT TO VIENNA.

LONDON, June 2nd.
The King and Queen of Bulgaria and their two sons have arrived at Vienna. The Emperor Franz Josef, the Archduke Franz Ferdinand and other Archdukes and authorities welcomed them at the station.

A State Banquet and also a gala performance at the opera house were given in their honour last night.

QUEEN OF THE NETHERLANDS IN PARIS.

LONDON, June 2nd.
The Queen of the Netherlands and her Royal Consort have arrived in Paris.

At a banquet given at the Elysées last evening President Fallières, in proposing a toast to Her Majesty, said he hoped the visit would cement the cordial relations existing between France and Holland, which was one of the great countries distinguished for ideas relating to science and art.

Queen Wilhelmina replied.

THE FRENCH IN MOROCCO.

GRAVE SITUATION.

LONDON, June 1st.
Reuter's correspondent at Paris states that the situation at Fez is a grave one. The *Fez* correspondent of *Le Matin* says that the danger is growing daily and that at least ten additional battalions are required before the French can master the situation. A Holy War is being preached everywhere.

ENGLISH RACING.

THE MANCHESTER CUP.

LONDON, June 1st.
The Manchester Cup resulted as follows:—

Donnithorne 1
Bronzino 2
Mushroom 3

Nine ran, and the winner won by half a length, with the same distance separating second and third.

The betting was 5 to 1 against Donnithorne, 11 to 10 against Bronzino, and 100 to 6 against Mushroom.

THE DERBY BETTING.

The latest betting on the Derby is as follows:—3 to 1 against Sweeper II, 100 to 12 against White Star and Cylgad, 9 to 1 against Taglio, 10 to 1 against Mordred, 100 to 7 against Jaeger and Pintadeau, 100 to 6 against Catmint, 20 to 1 against Jangling Gordie, 25 to 1 against Javelin, 50 to 1 against Farman, and 65 to 1 against Farrier.

LATER.

At Newmarket after a gallop this morning Sir E. Cassel's Derby colt Cylgad pulled up dead-lame.

Derby Scratchings:—Farrier at 9 a.m., and Cylgad at 12.30 p.m.

HOME CRICKET.

LONDON, June 2nd.

The following matches were drawn:—

Hampshire v. Derby; Yorkshire v. Somerset; Essex v. Middlesex; South Africans v. Northamptonshire.

Lancashire beat Kent by an innings and 27, Surrey defeated Sussex by three wickets, Oxford University beat Worcestershire by 14 runs, and Notts beat Leicester by ten wickets.

[THROUGH REUTER'S AGENCY.]

YOKOHAMA ATHLETIC CLUB.

TOKYO, June 2nd.
The Yokohama Athletic Club has issued an appeal for Yen 60,000 for the purpose of buying a new ground.

MAILS BY AEROPLANE IN JAPAN.

TOKYO, June 2nd.

Atwater, the American aviator, yesterday flew from Tokyo to Yokohama and back, carrying mails.

[THROUGH REUTER'S AGENCY.]

WINDFALL TO THE CHINA INLAND MISSION.

LONDON, June 1st.
Mrs. Margaret Jones, of Eastbourne, has bequeathed the residue of her estate, probably amounting to £45,000, to the China Inland Mission.

PEKING-PARIS RACE.

The exact route to be followed in the Peking-Paris aeroplane race, which is being organized by the *Matin*, has been published. After leaving Peking the stopping places include Kiakta, Izkatsk, Tomsk, Omsk, Nijni Novgorod, Moscow, Warsaw, Vienna, Trieste, Genoa, Nice, Avignon, and Dijon.

MIRACLE BY SUGGESTION.

Speaking at Caxton Hall recently on "The Power of Suggestion," Dr. Bernard Hollander said that recently a girl was brought to him in a bath-chair who had been suffering from St. Vitus' Dance for twelve years and unable to walk without fainting.

She was hypnotized effectively, when all symptoms disappeared spontaneously, and she was straight-way able to walk home two miles.

CHEWING GUM FOR CHINESE.

It is suggested in an American Consular report that there are possibilities of a trade in chewing gum in China. The report states that very little chewing gum is sold at present, but the same methods might be employed to popularize it as have proved successful in the case of cigarettes.

These methods were to send men to the cities and towns of the interior, where they placed the walls with huge illustrated posters and distributed sample packages of cigarettes in the streets.

CHINA INLAND MISSION.

The annual meeting of the China Inland Mission (founded by the Rev. J. H. Taylor, M.R.C.S., in 1865) was held on May 7th at the Church House, London.

The report of the past year showed that the mission has stations and missionaries in 16 of the 19 provinces of China proper. The number of missionaries was 1,009; native helpers, 2,008; stations and out-stations, 1,059; and native communicants, 27,748. During the year 65 workers were admitted to the mission, including 22 from Great Britain, 10 from North America, and 11 from Germany. The total income was \$24,739 6s. 10d.—an increase of £11,832 8d. 2d. Of the increase \$5,700 was contributed for famine relief. The funds for the current year so far had not shown such a growth. The committee added, that, while bearing in mind the fact that ultimately the work both of guiding the churches and spreading the Gospel in China must devolve upon their Chinese brethren, they believed the magnitude of the country, both in population and in area, to be such that for some time to come considerable additions to the number of missionaries would be needed.

MANNING OF P. & O. VESSELS.

REPRESENTATIONS BY SEAMEN'S UNION.

A deputation from the Sailors' and Firemen's Union on the 6th ult. waited upon the manager of the Peninsular and Oriental Line with reference to the number of efficient able-bodied white seamen carried in the company's vessels. The union asks that sufficient white seamen should be employed as would give two efficient, able-bodied white men to each lifeboat carried. This would mean that the number of white seamen would be increased to 34 in most of the vessels and to 40 in some of the largest. The manager promised to put the demands of the deputation before the directors of the company and to reply by 11 a.m. next day. He was informed by the union officials that in the event of the reply being unfavourable the whole force of the Transport Workers' Federation would be brought into action. The Cooks' and Stewards' Union was also represented at the meeting.

A Labour correspondent states that general dissatisfaction prevails among the members and officials of all the seamen's trade unions at the manner in which the P. & O. Company ignores the men's officials, and that a resolution passed at a joint London district meeting of the National Sailors' and Firemen's and the Cooks' and Stewards' Unions stated that the members could no longer tolerate the indifference shown by the company. It was unanimously decided that no cooks, stewards, quartermasters, or able-seamen should sign on unless at least two able-seamen were supplied for each lifeboat. Failing this it was decided to boycott the company's ships from the following day.

RANDOM REFLECTIONS.

The "leaty month of June" has not commenced much better than its predecessor, unless the thunderstorms be taken as attempts to clear the air and improve upon the sultry conditions which have been the characteristic of May.

The Colony enjoys another holiday today, and those who are energetic and enthusiastic will probably bestir themselves sufficiently before breakfast to make a trip to the Cricket Ground to witness the parade of the troops. It is a pity that the picturesque parade of former years which took place in the beautiful setting afforded by the Happy Valley at the more comfortable hour of ten or eleven has been discontinued, as the sight of the soldiers of the garrison, the turbaned sons of Ind, and the dashing bluejackets was one which strongly appealed to the patriotic feelings of the sons and daughters of the Empire, while it also made a deep impression upon the Chinese who have made their homes under the shadow of the Peak.

The disappearance of the picturesque parade which characterised the celebration of the anniversary of the birthday of King Edward is as much to be regretted in a way as the discontinuance of the Dragon Boat festival. As our old friend, Mr. Dyer Ball, tells us, this festival is the nearest approach to an annual regatta that the Chinese possess. It is held on the fifth day of the fifth moon, and is supposed to commemorate a virtuous Minister of State whose remonstrances were unheeded by his sovereign, who degraded the Minister, and the latter committed suicide by throwing himself in the river. On the first anniversary of his death the ceremony of looking for his body was commenced, and it has been continued on succeeding anniversaries ever since. It is some five or six years since the last dragon boat race took place at Aberdeen, and since then we have to go further afield to see this interesting survival of a quaint custom. Canton is now apparently, in its desire to put off "the things that are childish," not going to have any more to do with this festival, though this is surprising at the present time when we remember that the Chinese have a belief that if the dragon boats are paddled about at or near any plague-stricken locality they will drive the plague away.

The man who in former days could drive a carriage and pair through almost any Act of Parliament is "small per's" compared to the man in Hongkong who can drive a motor car through the Colonial regulations. Perhaps I should hesitate to apply the word "regulations" at all, after Mr. Bowley's exposure that none of any great value exist. It must have been a surprise to most people in the Colony to learn that under existing regulations a motor car need not carry a horn or blow it and a cyclist need not have a bell on his vehicle or sound it. Doubtless our legislators will see to it that this state of affairs does not continue much longer.

So far Hongkong has felt little or nothing of the effects of the strikes at home, but it looks as if we shall have the conditions brought home to us rather unpleasantly by the interference with the mail service which means so much to us in our business and in our personal affairs. The P. & O. Company is in a very awkward position owing to the number of ships lying at the docks undischarged, and the Secretary has issued a warning that the mail service may have to be suspended. It is to be hoped that a settlement will be reached before that dire step be taken. Meanwhile we must be thankful for small mercies. We have had no news that the dispatch of mails via Siberia has been interrupted.

Following up the remarks which I made last week about the disappearance of the word Empire from our reference to China, I was struck by the fact that the coaches of the Chinese section of the railway still bear the words "Imperial Chinese Railway." The Administration, if it did not wish to be boycotted by perverted republicans, will have to see to it that the offending words are removed.

This recalls a paragraph I have noticed in a Foochow paper. At Foochow, it appears that the discarding of the queue has not been quite so general as is the case farther south, and so the Republican authorities have issued a "warning." Those who are now found with the appanage are severely deprived of it and further punished by being made to sweep the streets for ten days. Added interest would have been given to the paragraph if we had been told whether or no the queues of the offenders were made to serve as the mops or brooms.

A correspondent asks what Mr. Roosevelt intended to convey when, as reported in a telegram during the week, he described himself as "feeling after the mouse in the American form of the elk, and Thoreau has described the mouse as carrying 'perfect trees on their heads.' Presumably Mr. Roosevelt intended by the expression to convey the idea that he felt his brow to be heavily wreathed with the laurels of victory.

RODNEY RANDOM.

COMPANY MEETING.

A. S. WATSON & CO., LTD.

The 27th ordinary annual general meeting of Messrs. A. S. Watson & Company, Limited, was held in the Hongkong Hotel on Saturday. Mr. H. Humphreys presided, and there were also present:—Sir Paul Chater, Hon. Mr. E. Osborne, Messrs. J. Scott Harston and H. P. White (consulting committee), J. A. Tarrant (secretary), Messrs. A. H. Ough, W. D. Jupp, D. E. Clarke, F. Maitland, J. W. Taylor, J. F. Wright, J. Hooper, T. W. Hornby, J. M. Machado, P. C. Poits, F. T. Chapple, H. W. Bird, F. W. Stapleton, C. E. Warren, J. M. Wong, Lau Chu Pak, Lau In Cheung, Lau Pak To, Ellis, J. H. Seth, L. Guy, and others.

The Secretary having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—I propose with your permission to take the report and statement of accounts and the auditors' report as read. The first thing that will probably strike you on looking at the accounts before you is the very heavy capital loss occasioned by the closing of our Manila and Macavish & Lehman branches, especially the former.

The Manila loss, though regrettable, was, in our opinion, inevitable, and in cutting it we feel confident that we not only acted in the best interests of shareholders but were fortunate under the circumstances in being able to sell both the drug business and the aerated water business as going concerns. Further delay would merely have added to our trading losses with the possibility amounting almost to certainty that the capital loss at the end would have been greater still. We have already begun to feel some benefit from the sale of this branch whose indebtedness to Hongkong had steadily increased year by year without any corresponding expansion of trading profit. The annual profits had, as a matter of fact, continued to dwindle until of late considerable trading losses had been sustained, and this notwithstanding our Escolta lease admitted of our occupying the premises required for our use at a nominal rent. The first half of 1911 showed a trading loss for the Manila branch, but after the sale in May last, the Manila account showed a profit which was represented by interest on the mortgages of the drug business and aerated water factory respectively and surplus rentals accruing from the Escolta lease. This lease (formerly included in building improvements account) has thirteen years to run, and brings in about 800 pesos per month, clear of all outgoings. If not sold, it can be gradually amortised out of its own revenue and still leave a substantial balance annually for credit of profit and loss account for the next thirteen years. The mortgages referred to above bear interest at the rate of 8 per cent. per annum in the case of the A. S. Watson Co., Incorporated, and 7 per cent. per annum in the case of the Philippine Drug Co., Incorporated. Cash remitted to Hongkong on account of the sale of the Manila business enabled us to build our new soda water factory and add to its plant and general equipment, and also to purchase (subject to mortgage) Shamen Lot 74, which figures in the accounts for the first time. The purchase, however, was referred to by me at some length at our last annual meeting. The only other item in regard to Manila I need refer to is "San Jacinto land and buildings," which is down \$13,905.17. Of this decrease instalments received on account of purchase, amount for 6,500 pesos, the balance represents loss which is included in the general loss on the sale of the Manila branch. San Jacinto will not figure in the accounts next year, as arrangements have been made for the purchase of the land to be made by instalments by the payment of a lump sum. The item "Stocks in trade" and "Furniture, fittings, plant," etc., show large reductions due for the most part to sales of the branches already referred to. With regard to the loss at Chingkong, we are informed that Sir John Jordan will press for a settlement of our claim only in the event of the Ministers of other nationals making similar claims. The general managers have come to the conclusion (with which conclusion the consulting committee are in thorough accord) that, under the altered conditions of trade in this part of the world, the whole of the Company's energies should be concentrated in Hongkong and Canton, where effective supervision can be maintained. With this object in view all outlying branches will be closed as soon as suitable opportunities occur. With two exceptions, these outlying branches were attached to the business when it was converted into a limited liability company, and in regard to those exceptions, viz., Amoy and Macavish & Lehman, Shanghai, the former has been remunerative, but the latter not. The nature and scope of a small pharmacy nowadays are such as to require rigid economy and unremitting toil on the part of those engaged in it to make both ends meet. These conditions rarely obtain in such a business unless worked by the owner. Neither can such a business be taxed with supervision expenses or a man more than is actually required to do the work without showing a loss. Retrenchments have already been made and strictest economy will be observed in the conduct of the Hongkong and Canton business. The general managers in conjunction with the consulting committee will give their earnest attention to this matter. Competition in all departments of the business gets keener every day, but with the experience and facilities which we possess we feel confident we can more than hold our own in Hongkong and Canton, and that when we are out of outlying branches better results will begin to show. Indeed they are beginning to manifest themselves

already. There was an increase in the trading profit of 1911 as compared with 1910 of \$3,049.53, notwithstanding that Shanghai had an unprecedentedly bad year and business in two of our departments in Hongkong was much curtailed by the Chinese revolution. The loss on subsidiary coins continues to be an annual occurrence, the loss last year amounting to \$14,188.02. Your general managers and consulting committee trust you will approve of the large writing off proposed. The dismantling of the old factory necessitated the scrapping of a good deal of old machinery and plant, and a considerable amount is needed to write these out of the books altogether. Furniture, fittings and utensils of trade are still considerably in excess of what they would fetch if sold, and therefore require to be written down freely. I have no further remarks to make, but if any shareholder has any questions to ask, I shall be pleased to answer them to the best of my ability.

The CHAIRMAN, after a pause, added:—I have no further remarks to make as regards the speech already written, but before I sit down I would like to make one or two remarks with regard to some anonymous correspondence which has appeared in the *South China Morning Post*. One of the correspondents, who signs himself "Concerned," writes to the paper in a somewhat ambiguous manner. It is a little difficult to know what he means, but, if the letter means anything at all, it means that the General Managers of A. S. Watson & Co., Ltd., are getting their 5 or 10 per cent. commission on everything that is sent from London, in addition to which they charge Hongkong with all their out-of-pocket expenses. I do not know if he means that, but if he does I give it the lie direct. Mr. Jupp is in charge of our London office, and all those who know Mr. Jupp—and among those present are many who do—know he is a sound, capable and honest man of business. The commission charged by London to Hongkong is two and a half per cent. and no further charge is made whatever, not even for a penny stamp. We could not get it done cheaper by anybody else, or so well. Mr. Jupp has had many years' experience here and knows our requirements. There are trade secrets which it would not be wise to impart to strangers or strange houses. I might mention in that connection that we also have a buying agency in New York who have no connection with our firm whatever. We first started with them on a two and a half per cent. commission, but about two years ago they said it was not worth their while to do business at that remuneration because there was a tremendous amount of detail. But they continued at 5 per cent., which is two and a half per cent. more than our London office. I would like to refer to one or two more anonymous letters, and I hope if the writers are present they will ask some questions. There was a letter this morning stating that the Company was in a moribund condition and that the only remedy was to hand over \$27,000 to the shareholders. Well, it seems to me, gentlemen, that that is a rather old-fashioned treatment of a patient in a moribund condition—bleeding him to death. But this Company is by no means in a moribund condition. Financially speaking, at all events, it is in a stronger condition to-day than at any time during the 23 years I have been connected with it. Another anonymous correspondent says we are paying too much in wages. Of course we have a good many Europeans in Hongkong—I think about 30 altogether—but we have a very large business here, both wholesale and retail. We have a big soda-water business, a big Chinese business, which requires European bookkeeping, and, in addition to that, we have to keep the books of four branches and have to be in a position to supply our branches not only with any stock that they may require at a moment's notice but also any figures in the accounts for the first branches. I admit I might be able to do without two or three Europeans, but until that time comes I do not think we can do with any less Europeans. There is still one more letter. I would like to refer to it. There is another shareholder who suggests that the General Managers are very foolish in selling their branches and that the buyers are reaping a rich harvest. Well, I don't know where he gets his information from. I have heard rumours to the effect that one or two are doing well, but on the other hand I have heard that one of the buyers would gladly sell his business back to us for what he paid for it. It would not surprise me if one or two of them did better than we did, at all events for the next year or two. They are running their own business on the spot and have the advantage of a considerable amount of stock which they took over at under its laid down cost. I will not depart from my opinion, nor will the Consulting Committee, that it was a wise policy on the part of the Company to clear away these outlying branches. It is a little inconsistent, I think, on the part of these anonymous correspondents to charge us on the one hand with exploiting Watsons for the benefit of our London office, and on the other hand to say that we were foolish in getting rid of these branches which were very good customers of the London office. What shareholders overlook is this—that the General Managers are, and have been for many years, large holders of the stock. They own or control at the present moment one-sixth of the shares of the Company, so the interests of the General Managers are practically identical with the interests of A. S. Watson & Co. And it would be criminally foolish for them to do anything against the interests of Watsons' business. I don't think I have any further remarks to make, but I should be glad to answer any questions which shareholders may wish to ask. (Applause.)

There being no questions, The CHAIRMAN moved the adoption of the report and accounts. Mr. WRIGHT seconded the motion, which was carried. On the motion of the CHAIRMAN, seconded by Mr. RORNEY, Sir Paul Chater's appointment to the Consulting Committee was confirmed. Mr. JUPP moved, and Mr. CLARKE seconded, the re-election of Messrs. F. Maitland and W. Hutton Potts as auditors at the salary of \$500 per annum. The motion was carried. The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance.

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WHAT NERVOUS PEOPLE SHOULD EAT.

One of the most difficult problems confronting the nervous sufferer or his physician is what to eat. The reason is that people with nerves constantly suffer from nervous dyspepsia, a condition which is generally very difficult to cure.

Two facts stand out with perfect clearness in these cases. The first is that removal of all kinds should be absolutely ruled out of the diet scheme, as being very much too stimulating for the nervous system.

The second is that from the remaining list of foods those should be selected which are bland in their nature and easily digestible. Pre-eminent among them are milk products, and supreme among milk products is Sanatogen. It is composed of the body-building portion of pure cow's milk, chemically combined with it in the exact form in which it is found in the nervous system. It is digested with the utmost ease and rapidity, and is assimilated without the least trouble and in the shortest possible time.

The result is that very soon after it has been taken it affects the whole nervous system so advantageously that the nervous sufferer becomes conscious of an unusual and altogether unaccustomed sensation of energy, a feeling of vitality and a sense of vigour to which he had long been a stranger. Unlike the stimulation produced by alcohol, this does not wear off with more or less rapidity, but persists for a long time, while it is followed by no reaction, as is the case with alcohol, which makes the nerves seem more "on end"—to use a common expression—than before.

Sanatogen, in short, is the ideal food for nervous sufferers, and it has the additional advantage that it aids the digestion of other foods. In this way it further improves the nutrition of the body, which is invariably in a poor condition among nervous sufferers. It thus plays a double part, each of which reinforces the other, so that the result never fails to be, in the highest degree, beneficial. Indeed, in proportion to the lassitude from which nervous people always suffer in the tropics, is the sense of mental exhilaration and physical well-being which the regular use of Sanatogen ensures.

What is the effect of doing is strikingly shown by what it did in the case of Madame Sarah Grand, the distinguished English novelist, who writes:—"Sanatogen has done everything for me which it is said to be able to do for cases of nervous debility and exhaustion. I began to take it three times a day after nearly four years' enforced idleness from extreme debility, and now (after only four months) I find myself able to enjoy both work and play again, and also able to do as much of both as I ever did."

Write for a copy of a most interesting booklet "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. WULFING & Co., Kiukiang Road, Shanghai.

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Hongkong, 15th May, 1912.

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REVIEWS.

Alone in West Africa. By MARY GAUNT. London: T. Werner Laurie.

This is a new book though it has already reached its third edition. It is a very readable record of a woman's travels in a land not yet providing the comforts that the ordinary woman is expected to require. For, after all, in spite of what Mrs. Gaunt has to say, we do not regard her as an ordinary woman, nor do we think she herself would advise other women to undertake the risks and inconveniences and discomforts she experienced during her eight months' sojourn in West Africa. She does advocate in the most strenuous phraseology—much as another lady has done in regard to Rhodesia—the desirability of English women accompanying their husbands to West Africa, and we are ready to agree with her that there would probably be less heard of the unhealthiness of that part of the world if the English officials and pioneers were accompanied by their own womankind. The West Coast of Africa may not be altogether a health resort, but we can quite conceive from our knowledge of the early days of some of our Far Eastern Colonies and Dependencies that the men would lead healthier and more rational lives if they were surrounded by women of their own class and education, wisely women, ready to share discomfort where it has to be encountered, but reader still to promote conditions that would reduce discomfort and trials and tribulations to a minimum. Besides a visit to the West Coast ports between Sekondi and Accra, and a trip by rail to Kumasi and a hammock journey through the rubber forests of Ashanti to Odumase, Mrs. Gaunt made an incursion into the German Colony of Togoland. She was mightily impressed by all she saw in Togo, and makes anything but a favourable comparison between British and German methods of colonisation, all to the detriment, our readers will be astonished to learn, of British methods. It is only in Ashanti that she finds anything to say in favour of her own race, and apparently her praise is well deserved by the officials there. Mrs. Gaunt is an Australian, and therefore looks upon life out of England with different eyes from the English woman. What the English woman regards as exile, Mrs. Gaunt, with her broader outlook, her native courage and her harder ideas of self-help, regards as an ideal state of existence, and we will be surprised, after her enthusiastic praise of the allurements of West Africa, if she does not return there herself to end her days. She went out there ill. She travelled for the most part unaccompanied by white man or woman, risking her life in the surf on the coast, in the swamps of the tropics and in the depths of the forests, and yet she returned to England in perfect health. She saw Nature in all her moods, she saw human nature with its trials off. She lived and slept in the open air, tended only by black men living a life few men would like their womenkind to endure. Her impressions were varied and he. descriptions are vivid. We like the assurance with which she contradicts the opinions of the men she met on questions of public policy and public and individual health. Here is a breezy book, not very deep in its philosophy, not very communicative in hard commercial facts, but full of excellent descriptive writing and brightened by touches that only a woman could introduce. We are not astonished that a third edition was called for.

Red Revenge: A Romance of Cawnpore. By CHARLES E. PEARCE. London: Stanley Paul & Co.
What Englishman can read at this distance of time the story of the Indian Mutiny without being thrilled by the heroic deeds of men and women of his race and stirred to a agony of passion against the perpetrators of some of the foulest deeds recorded in history? Cawnpore occupied a peculiar position in that mad revolt and orgy of vice and bloodshed. It was here that one of the most revolting incidents of the mutiny occurred, and it is round the record of these deeds that the author has written his romance. There is probably more of fact than fiction in "Red Revenge," and herein will be found its chief attraction, painful though some of these facts may be to the reader. The infamous Nana Sahib, Sir Hugh Wheeler, Colonel Neill, and other historical characters live again in these pages together with many others whose names are less familiar to the student of history, and as the romance is well knit and written with vivid power it holds the attention of the enthralled reader from start to finish, and in the end leaves him proud of belonging to a race whose men and women can endure trial and tribulation so nobly and die so heroically.

The Mystery of Colde Fell; or Not Proven. By CHARLOTTE BRAME. London: Stanley Paul & Co.
Forced into a marriage with a man she does not love the beautiful Hester Blair, the daughter of a country doctor, has more than a fair share of the trials and tribulations of life. Her husband is poisoned mysteriously, and as he dies he accuses his wife of causing his death. She is tried and the jury returns a verdict of "not proven"—the trial takes place in Scotland. Booking her passage to America, she is prevented from sailing, and as her name appears in the list of passengers drowned she changes her name to Alice Kent, goes to Paris and enters the family of a rich French family as governess. There she meets the Earl of Ardon. They fall in love and wed, she keeping the secret of her first marriage and its tragic termination. A blackmailer appears on the scene, there is a trying scene between husband and wife, separation follows, and yet all ends well. How this happy ending is effected the reader must find out for himself. There are, of course, some crudities in the story, and the trial is such as one would never see in a Scottish court, but, after all, it is the thrills that tell and here there is a thrill in each chapter.

A Border Scourge. By BERTRAM MITFORD. London: John Long, Ltd.
Dealing as it does with the early days of South African occupation, this is a book full of adventure from cover to cover. It treats of a period when the life of a white man in Zululand was not worth a moment's purchase unless he habitually carried a revolver strapped to his waist and a rifle slung across his back. The central figure is a man of iron nerve whose name is such a terror to the Zulus that they name him "The Border Scourge." That he lives up to his reputation, the narrative plainly illustrates. The love interest is particularly strong, as the heroine is a woman well worth the winning, and her lover proves himself as strong a character almost as the scourge himself. There is not a dull moment in the book, which should appeal strongly to readers with a taste for exciting adventures.

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The Long Hand. By Sir WILLIAM MAGNAY, Bart. London: Stanley Paul & Co.

The scenes of this novel are placed in Bavaria during the eighteenth century. Philip Rayward, a young Englishman, goes to Munich to seek service under a fellow countryman, Count von Rumford, the Regent of Bavaria (otherwise Benjamin Thompson). By the way, he becomes mixed up in the affairs of a young officer in disgrace at the Court because of his amorous attentions to the youthful Queen Consort, and in the intrigues that follow he renders distinct service to young Rapprecht and his distressed sister, Una, with whom he falls in love. There is a considerable amount of swashbuckling, kidnapping, duelling, daring escapes, assassinations, and the customary "alarms and excursions" of the eighteenth century, but eventually Philip comes by his own, Una confesses her love, and the curtain is pulled down on the prospect of an early marriage and plenty of occupation for the adventurous Englishman. Much of the action is mechanical and the end can be easily foreseen; but there are, nevertheless, some attractive points in the story which will readily appeal to those who care for this style of novel.

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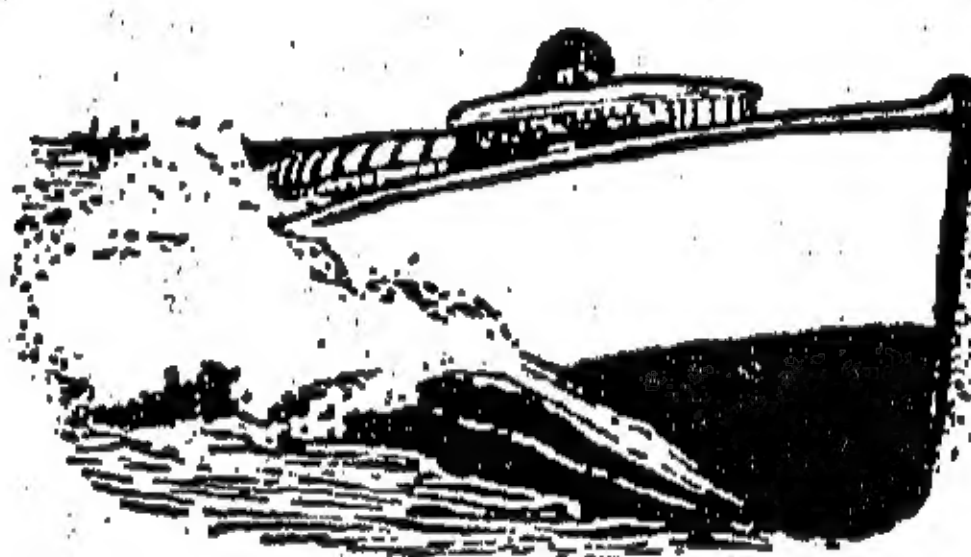
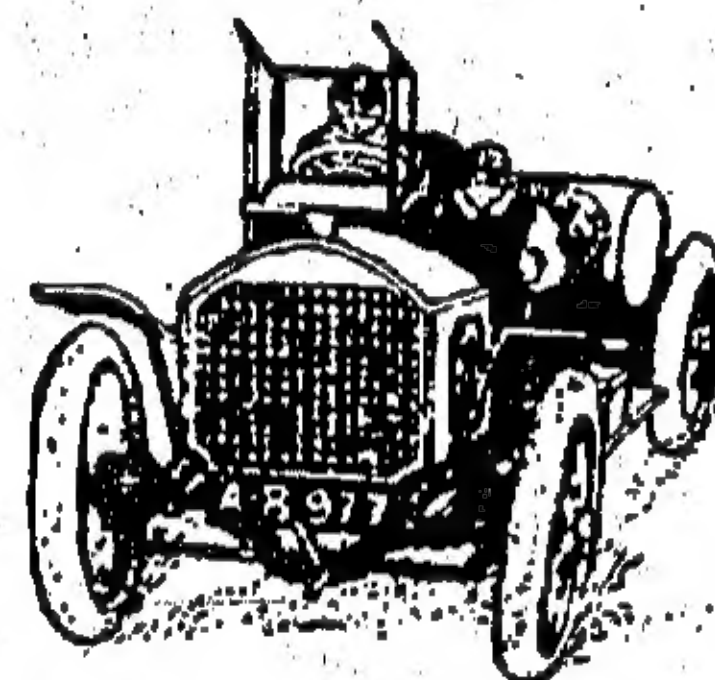
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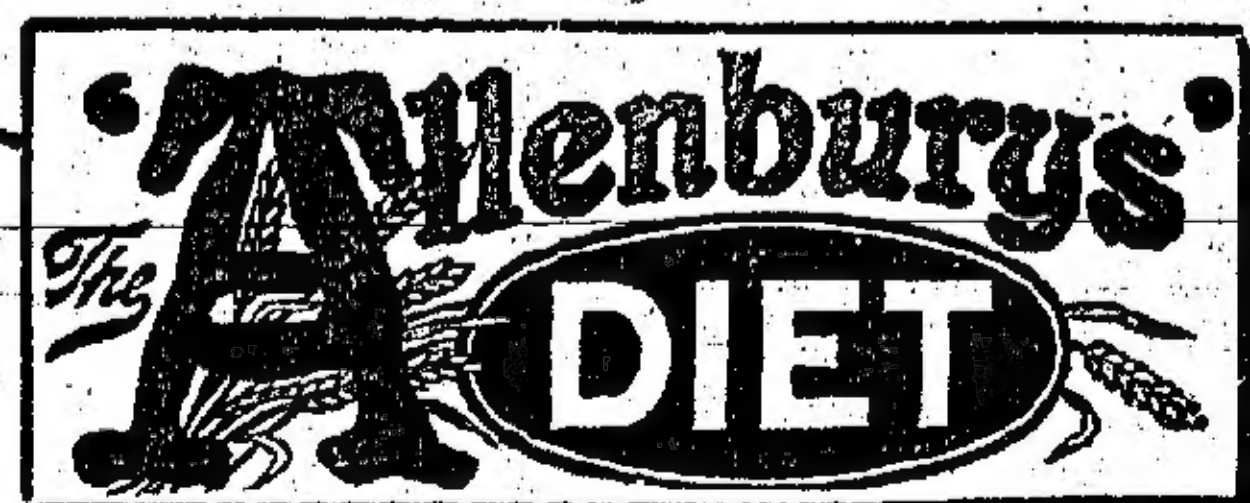
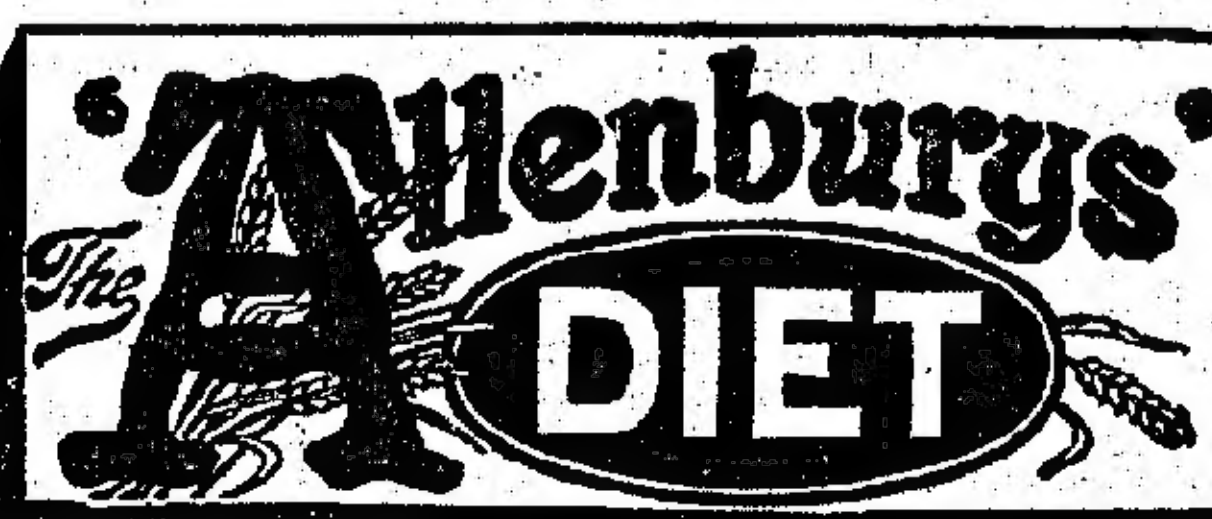
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

FROM SHANGHAI, KOBE AND MOJI.

THE Steamship

"DILWARA."

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.

Agents.

Hongkong, 30th May, 1912. [769]

NORDDREUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ SIGISMUND."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, at 9.30 A.M.

All Claims must reach us before the 10th June, or they will not be recognized.

No Fire Insurance will be effected by the Undersigned.

NORDDREUTSCHER LLOYD, BREMEN

General Agents.

Hongkong, 27th May, 1912. [5]

FROM EUROPE.

THE H.A.L. Steamship

"ALEXIA."

Captain Habel, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Optional Cargo will be forwarded on unless notice to the contrary be given To-day.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 4th June, at 9.30 A.M.

No Fire Insurance will be effected by us.

any case whatever.

This Steamer brings on Cargo:

Ex ss. "Werner" from Norrköping.

Ex ss. "Malaga" from Göteborg.

Ex ss. "Kurt" from Stettin.

Ex ss. "Francia" from Stettin.

Ex ss. "Norge" from Göteborg.

HAMBURG-AMERIKA LINE.

Hongkong Office.

Hongkong, 29th May, 1912. [767]

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

S.S. "AFGHAN PRINCE."

FROM NEW YORK.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that an AVERAGE BOND is being at the Office of the Undersigned for Signature and a Deposit of 5 per cent is to be made before countersigning Bills of Lading and that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 4th June, at 2.30 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th June will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 9th June, or they will not be recognized.

No Fire Insurance has been effected.

ARNOLD, KARBURG & CO., General Agents.

Hongkong, 28th May, 1912. [765]

NORDDREUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"DEEFLINGER."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godown, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 5th June will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 5th June, at 9.30 A.M.

All Claims must reach us before the 12th June, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo:

Ex ss. "Dandolo" from Venice.

Ex ss. "G. Wertheim" from Africa.

NORDDREUTSCHER LLOYD, BREMEN

General Agents.

Hongkong, 29th May, 1912. [5]

UNCLAIMED TELEGRAMS.

Following is a list of unclaimed telegrams lying in the Great Northern Telegraph Company's office at Hongkong:

Addressee

Address

From

Amount

Date

Remarks

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

Addressee

Address

From

Amount

Date

Remarks

Chongking, Chung Kiang, Kung

Kuala Lumpur

Reno, Nev.

Thamshai Island

Shanghai

Yunnanfu

San Francisco

Manila

Singapore

Manila

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SOLIGNUM.

Made in several shades of Brown, Green and Red.

SOLIGNUM is the best preservative of wood from decay, dry rot and vermin. It is easily applied, has great covering power, and possesses antiseptic and disinfecting properties which render it particularly suitable for all woodwork of Hospitals, etc.

SOLIGNUM IS DEATH TO THE WHITE ANT.

The whole of the superstructural woodwork of the New Star Ferry Pier at Hongkong has been treated with "Solignum".

Sole Agents for Hongkong, Canton and South China:

STEMSSEN & Co.,

(MACHINERY DEPT.)

HONGKONG AND CANTON.

VISITORS AT HOTEL.

HONGKONG HOTEL.

Mr. J. H. Anderson

Mr. G. W. Bailey

Mr. H. B. Baker

Mr. J. C. Baker

Mr. K. L. Baker

Mr. M. L. Baker

Mr. N. L. Baker

Mr. O. L. Baker

Mr. P. L. Baker

Mr. Q. L. Baker

Mr. R. L. Baker

Mr. S. L. Baker

Mr. T. L. Baker

Mr. U. L. Baker

Mr. V. L. Baker

Mr. W. L. Baker

Mr. X. L. Baker

Mr. Y. L. Baker

Mr. Z. L. Baker

Mr. A. L. Baker

Mr. B. L. Baker

Mr. C. L. Baker

Mr. D. L. Baker

Mr. E. L. Baker

Mr. F. L. Baker

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Mr. W. L. Baker

Mr. X. L. Baker

Mr. Y. L. Baker

Mr. Z. L. Baker

Mr. A. L. Baker

Mr. B. L. Baker

Mr. C. L. Baker

KINGSLAND PRIVATE HOTEL.

Mr. E. Arndt

Mr. F. Arndt

Mr. G. Arndt

Mr. H. Arndt

Mr. I. Arndt

Mr. J. Arndt

Mr. K. Arndt

Mr. L. Arndt

Mr. M. Arndt

Mr. N. Arndt

Mr. O. Arndt

Mr. P. Arndt

Mr. Q. Arndt

Mr. R. Arndt

Mr. S. Arndt

Mr. T. Arndt

Mr. U. Arndt

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Mr. H. Arndt

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Mr. O. Arndt

Mr. P. Arndt

Mr. Q. Arndt

Mr. R. Arndt

Mr. S. Arndt

Mr. T. Arndt

Mr. U. Arndt

Mr. V. Arndt

Mr. W. Arndt

Mr. X. Arndt

Mr. Y. Arndt

GOING HOME.

A HOLIDAY AT HOME, AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for opulence under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS	Tons	Starting	1912
PERU	9,000	TUESDAY	11th June, at 1 P.M.
KORFA	18,000	TUESDAY	18th June, at 1 P.M.
SIBERIA	18,000	TUESDAY	2nd July, at 1 P.M.
CHINA	10,270	TUESDAY	9th July, at 1 P.M.
MANCHURIA	27,000	TUESDAY	16th July, at 1 P.M.
NILE	11,000	TUESDAY	30th July, at 1 P.M.
MONGOLIA	27,000	TUESDAY	6th Aug., at 1 P.M.
PERSIA	9,000	TUESDAY	27th Aug., at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C.

SEATTLE &

PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

FOR MANILA	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.).
ORTERIC 7th June	ORTERIC 7th June

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offered. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780, KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

"S.S. DUNERIO" 3,000 tons End of May, 1912.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From HONGKONG: 10th June.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,

MANAGING AGENTS.

[42-43-44]

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG

MONDAY, 3RD JUNE, 1912.

8 a.m. "HEUNGSHAN." 10 p.m. "FATSHAN."

8 a.m. "HONAM." 5 p.m. "KINSHAN."

TUESDAY, 4TH JUNE, 1912.

8 a.m. "HONAM." 10 p.m. "KINSHAN."

8 a.m. "HEUNGSHAN." 5 p.m. "FATSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSION TO MACAO.

SUNDAY, 9TH JUNE.

The Company's Steamship

"SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 4 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departure from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departure from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR PORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIBODAS..	JAVA	First half of June.	SHANGHAI	First half of June.
TJIPANAS..	JAPAN	First half of June.	JAVA	First half of June.
TJILWONG	JAVA	First half of June.	JAPAN	Second half of June.
TJITABOEM	JAPAN	Second half of June.	JAVA	Second half of June.
TJILATJAP.	JAVA	Second half of June.	SHANGHAI	First half of July.
TJIMANOER	JAVA	First half of July.	JAPAN	First half of July.
TJIMAH	JAVA	Second half of July.	SHANGHAI	Second half of July.
TJIKINI ..	JAVA	Second half of July.	JAPAN	Second half of July.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, 1st Floor.

Hongkong, 3rd June, 1912.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN...	"GOEVEN," Capt. A. AHLBOEN.	17,300	{ Wednesday, 12th June, at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA ...	"P. E. FRIEDRICH," Capt. E. MALCHOW.	17,000	{ About Thursday, 13th June.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ...	"PRINZ SIGISMUND," Capt. D. LERN.	6,600	{ Saturday, 15th June, at 10 a.m.
KOBE and YOKOHAMA ...	"PRINZ WALDEMAR," Capt. H. BREMER.	6,000	{ About Tuesday, 25th June.
KUDAT and SANDAKAN ...	"BOERNE," Capt. F. SEMBIL.	5,000	{ Middle of June.

All the Steamers of the European Line are fitted with Wireless Telegraphy.

New system of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MELOERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 3rd June 1912

5

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE,
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVAZ AND PORT SAID.
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, at 6 p.m.
TO SHANGHAI.
S.S. "AFRICA," 8,840 tons, will leave as above on 19th June, at Daylight.
Superior accommodation for 1st and 2nd Class Cabin and Storage passengers. Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE.
These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 31st May, 1912. Princess' Building. [155]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

Head Office for the Far East:— 16, DES VUEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHIEF OFFICE:— LUDGATE CIRCUIT LONDON, E.C.

VESSELS EXPECTED.
THE AMERICAN MAIL.
The P.M. str. Korea from San Francisco sailed from Yokohama on the 28th May (carrying U.S. mails), on route to Hongkong, via Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on the 10th June.
The P.M. str. Siberia left San Francisco on the 25th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 31st June.
THE AUSTRALIAN MAIL.
The E. & A. str. Empire from Sydney, etc., left Port Darwin on the 23rd May, for Manila and this port.
The E. & A. str. Aldenham left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).
The N.Y.K. str. Nippon Maru (Australasian Line) left Nagasaki for this port on the 31st May, and is expected here on the 4th June.
THE CANADIAN MAIL.
The C.P.R. str. Empress of India left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, a.m.
MERCANTILE STEAMERS.
The N.Y.K. str. Kitano Maru (European Line) left Shanghai for this port on the 31st May, and is expected here on the 3rd June.
The A.L. str. Africa left Singapore for this port on the 29th May, and will arrive here on the 3rd June.
The str. Japan, from Calcutta, left Singapore on the 29th May, p.m., and may be expected here on or about the 4th June.
The N.Y.K. str. Tanga Maru (European Line) left Singapore for this port on the 29th May, and is expected here on the 4th June.
The H.A.L. str. Scythia left Singapore on the 30th May, p.m., and may be expected here on or about the 5th June, a.m.

The str. Indravelli passed the Suez Canal on the 10th May, and is due here on or about 6th June.
The N.Y.K. str. Bonbay Maru (Bombay Line) left Kobe for this port via Moji on the 31st May, and is expected here on the 7th June.
The N.Y.K. str. Kirin Maru (Calcutta Line) left Kobe for this port via Moji on the 31st May, and is expected here on the 7th June.
The str. Glenroy passed the Suez Canal on the 10th May, and is due here on or about 6th June.
The N.Y.K. str. Tamba Maru (American Line) left Kobe for this port via Moji and Shanghai on the 31st May, and is expected here on the 9th June.
The "Mogul Line" str. Atholl left the United Kingdom on the 26th May, for Hongkong via the Straits.
The "Ben Line" str. Benelux from Antwerp, Middlesbrough and London left Singapore on the 29th May for this port.
The American & Manchurian Line str. Kansas passed the Suez Canal on the 21st May, and is due here on or about 19th June.
The T. K. K. str. Kiyo Maru sailed from Yokohama, Chini, on the 8th May for Hongkong and is expected here on the 28th July.
The Swedish East Asiatic str. Canton left Suez on the 26th May, and is expected here on or about the 29th June.

SHIRE LINE.
The "Shire Line" str. Montmouthshire left Singapore for Hongkong on the 31st May, and may be expected here on or about 7th June.
Pembroke, from London, is due in Hongkong 26th June.
Namany, from Calcutta, is due in Hongkong 10th June.
BRITISH INDIA STEAM NAVIGATION CO., LTD.
Mulla, from Rangoon, is due in Hongkong 7th June.
Indra, from New York, is due in Hongkong 24th June.

PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI ...	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th June, 4 P.M.
ZAFIRO ...	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 20th June, 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 1st June, 1912. [13]

TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC
DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.E.K. liners connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Tourists' Sleepers.

Through Tourists' Sleepers.

Dining Cars—Observation Cars.

Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierra—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

7791

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION

STEAMERS

TONS

DATE OF SAILING.

SHANGHAI, YOKOHAMA, KOREA and MOJI ... "CANTON" ... 6,500 ... On 29th June.

For Freight and Further Particulars, apply to

ARTHUR NILSSON & CO.

YORK BUILDINGS, TOP FLOOR.

40]

SHIPPING

ARRIVALS.

BUELOW, German str., 8,865, H. Formes, 31st May—Yokohama 18th May, General—Melchers & Co.
CHUPHUNG, British str., 2nd June—Canton

CHUNSHANG, British str., 1st June—Canton.
HAITAN, British str., 1,182, J. S. Rorch, 2nd May—Swatow 1st June, Tea and General—Douglas, Laprak & Co.

HANOL, French str., 730, Boubier, 1st June—Pakhoi 29th May, General—A. R. Marty.

HSIN CHANG, Chinese str., 1,253, Hamblin, 31st May—Shanghai 28th May, General—C. M. S. N. Co.

KALSO MARU, Japanese str., 2,089, Y. Yamamoto, 1st June—Foshow 30th May, General—Ozaka Shosen Kaisha.

KWANSANG, British str., 2nd June—Canton.
KWONSANG, British str., 1,423, W. F. Richard, 2nd June—Shanghai 24th May, General—Jardine, Matheson & Co.

LYNSEON, German str., 1,233, Helkopp, 31st May—Saigon 28th May, General—Hamburg-America Linie.

PERNA, British str., 2,744, J. Hill, 2nd June—San Francisco 31st May, Mails and General—Pacific Mail S. S. Co.

SHANGTUNG, British str., 1,855, J. Robinson, 1st June—Moji 18th May, Coal—Mitsui Bussan Kaisha.

SINLA, British str., 5,884, C. D. Goldsmith, 2nd June—London 20th May, Mails and General—P. & O. S. N. Co.

SINGAN, British str., 1,047, Jamieson, 2nd June—Haiphong 30th May, Rice and General—Butterfield & Swire.

DEPARTURES.

June 1st.

BUELOW, German str., for Europe.
CHUPHUNG, British str., for Canton.

CHUYEN, Chinese str., for Shanghai.
DUNKER, British str., for Singapore.

FALKA, British str., for Rangoon.
GLENFALGH, British str., for Amoy.

HUANG, German str., for Hoihow.
HUIHONG MARU, Jap. str., for Cebu.

KORU MARU, Japanese str., for Moji.
MONTEAGLE, British str., for Victoria.

POYONG, German str., for Swatow.
PROFIT, Norwegian str., for Haiphong.

YUNSHANG, British str., for Manila.
June 2nd.

ANGHIN, German str., for Hoihow.
BELOW, German str., for Singapore.

CHUNSHANG, British str., for P. Coubert.
DAIJI MARU, Japanese str., for Tamsui.

HAMEN, British str., for Swatow.
HAIN CHANG, Chinese str., for Canton.

JOHANKE, German str., for Hoihow.
LINAY, British str., for Shanghai.

TSINTAI, German str., for Singapore.
June 3rd.

Per *Haitan*, from Swatow, Messrs. Davies, Macintosh, Highy, White and Enticope.

Per *Vergin*, for Hongkong, from San Francisco, Mr. Akutani, Capt. W. Ehrhardt, Mrs. C. D. McGee, Mr. John O. Gaton, Mr. and Mrs. J. N. Miller, Mr. E. Ossopoff, Mrs. J. Dyer and Mrs. C. Holland.

Per *Sinla*, from London, for Yokohama, Mr. Symington, for Kobe, Miss Smith, for Shanghai, Dr. and Mrs. Hewitt, infant and child, Dr. and Mrs. Chudburn, Miss Herbert, Miss Kuai, Mr. Palk, Mrs. Sheridan and 2 infants; for Hongkong, Miss Smythe; from Singapore, Mr. and Mrs. Whitwell, Mr. Engleke and Mr. MacKenzie.

Per *Burlon*, for Hongkong, from Yokohama, Mr. and Mrs. Cunningham, from Kobe, Mr. and Mrs. Geo. Baker and child; from Shanghai, Mr. and Mrs. F. T. Silva, Mrs. Kelly, Mrs. R. M. M. Johnston, Mr. T. Ellinger, Mr. R. M. Joseph, Mr. and Mrs. Robinson, Mr. and Mrs. Hugo Reiss, Mr. M. Speciman, Mr. E. Soares, Mr. R. H. Wardall; from Nagasaki, Mr. S. London and Mr. R. Nakamura.

Per *Haitan*, for Europe, etc., Mrs. Bruhn, Mr. O. Brokhoff, Mr. H. C. Best, Rev. Blomond, Mr. J. Donald, Mr. J. W. Boles, Prof. W. P. Gorsek, Mr. J. A. Sharp, Mr. Ducamp, Mr. and Mrs. Spalinger, Mr. H. V. Ellis, Mr. L. Mosser, Mr. Frank J. James, Mr. R. Petrich, Mr. G. L. Guthrie, Mr. R. Hammerdinger, Mr. E. Hammerdinger, Mr. H. W. Maynard, Miss E. G. Imner, Mr. H. Khan, Mrs. Mahol, Mr. C. Dierh, Mr. and Mrs. McKean, Mr. C. Dierh, Mr. G. Pottles, Capt. and Mrs. Saxton, Mr. D. Rotheim, Mr. and Mrs. C. F. Jordan, Mr. L. S. Boggs, Mr. C. F. Hauke, Mr. Ch. Rose, Mr. Ewald, Mr. C. R. Horrick, Mr. C. M. Fischer, and Mr. A. M. Pruitiss.

LATEST STEAMER MOVEMENTS.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 1st June, at 11 a.m., and may be expected here on or about 24th June.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 18th May, left from Colombo on the 1st June, p.m., and may be expected here on or about the 12th June, a.m.

The I.G.M. str. *Derfflinger*, which left here on the 20th May, at noon, arrived at Shanghai on the 2nd June, at 6 a.m.

The H.A.L. str. *Sithonia* left Shanghai on the 31st May, a.m., and may be expected here on or about the 3rd June, p.m.

The N.Y.K. str. *Kumano Maru* (Australia Line) left Manila for this port on the 1st June, and is expected here on the 3rd June.

The N.Y.K. str. *Wakasa Maru* (Bombay Line) left Singapore for this port on the 31st May, and is expected here on the 6th June.

The N.Y.K. str. *Tosa Maru* (Bombay Line) left Bombay for this port on the 31st May, and is expected here on the 18th June.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k," together with the number denoting the section.

SECTIONS. 1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION. VESSEL'S NAME. FLAG & SIG. BERTH. CAPTAIN. FOR FREIGHT-APPLY TO. TO BE DESPATCHED.

LONDON & ANTWERP. GLENSTRAB. Brit. str. 1. J. MacGillivray. SHEWAN TOMES & Co. On 5th inst.

LONDON & ANTWERP. DELTA. Brit. str. 1. E. P. Martin, R.N.R. P. & O. S. N. Co. On 8th inst.

LONDON & ANTWERP. DENBIGHSHIRE. Brit. str. 1. R. A. Peters. P. & O. S. N. Co. On 10th inst.

LONDON & ANTWERP. BAYERN. Ger. str. 1. W. Breiner. HAMBURG-AMERICA LINE. On 18th inst.

LONDON & ANTWERP. BADENIA. Ger. str. 1. W. Kneisel. HAMBURG-AMERICA LINE. On 18th inst.

LONDON & ANTWERP. SCANDIA. Ger. str. 1. W. Habel. HAMBURG-AMERICA LINE. On 18th inst.

LONDON & ANTWERP. ALBERTA. Ger. str. 1. W. Kotze. HAMBURG-AMERICA LINE. On 18th inst.

LONDON & ANTWERP. KITANO MARU. Jap. str. 1. F. E. Cope. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. ANDALUSIA. Ger. str. 1. W. Helfter. HAMBURG-AMERICA LINE. On 18th inst.

LONDON & ANTWERP. LIBERIA. Ger. str. 1. W. Metzenhuth. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. KAMATARA MARU. Jap. str. 1. K. Soyeda. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. CHICAGO MARU. Jap. str. 1. A. Ahlborn. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. CANADA MARU. Jap. str. 1. W. Davison. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. MONTEAGLE. Brit. str. 1. W. Davison. CANADIAN PACIFIC RAILWAY. On 18th inst.

LONDON & ANTWERP. TENYO MARU. Jap. str. 1. E. Bent. PACIFIC MAIL S. S. Co. On 18th inst.

LONDON & ANTWERP. PERSIA. Am. str. 1. M. Yagi. PACIFIC MAIL S. S. Co. On 18th inst.

LONDON & ANTWERP. ALDENHALL. Am. str. 1. D. Less. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. PRINCE SHIMMUN. Jap. str. 1. H. Carey. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. HONGKONG MARU. Jap. str. 1. M. Maehida. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. JINSEI MARU. Jap. str. 1. K. Kawara. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. TANGU MARU. Jap. str. 1. E. Bremer. MELBOURNE & Co. On 18th inst.

LONDON & ANTWERP. PRINCE WALDEMAR. Ger. str. 1. M. Winckler. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. KUMANO MARU. Jap. str. 1. Van D. Jalink. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. TILUWONG. Brit. str. 1. E. Mooney. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. CHUPHUNG. Brit. str. 1. N. Nielsen. BUTTERFIELD & SWIRE. On 18th inst.

LONDON & ANTWERP. AFRICA. Aus. str. 1. Benson. BUTTERFIELD & SWIRE. On 18th inst.

LONDON & ANTWERP. WAKASA MARU. Jap. str. 1. S. Barnham. HAMBURG-AMERICA LINE. On 18th inst.

LONDON & ANTWERP. SEGOVIA. Brit. str. 1. L. Y. Archdeacon. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. ARCADIA. Brit. str. 1. J. B. Harris. BUTTERFIELD & SWIRE. On 18th inst.

LONDON & ANTWERP. MONMOUTHSHIRE. Brit. str. 1. W. F. Richard. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. KIWANO MARU. Jap. str. 1. G. M. B. Lake. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. KAMATARA MARU. Jap. str. 1. E. Malchow. MELBOURNE & Co. On 18th inst.

LONDON & ANTWERP. CANTON. Swed. str. 1. Bouman. ANTHEUS NISSON & Co. On 18th inst.

LONDON & ANTWERP. TIENTSIN. Jap. str. 1. A. H. Stewart. JAVI-CHINA-JAPAN LINE. On 18th inst.

LONDON & ANTWERP. KALSO MARU. Jap. str. 1. J. S. Bosch. OZAKA SHOSHEN KAISHA. On 18th inst.

LONDON & ANTWERP. HAITAN. Brit. str. 1. J. W. Evans. DOUGLAS LARPAK & Co. On 18th inst.

LONDON & ANTWERP. HAIYANG. Brit. str. 1. W. C. Passmore. DOUGLAS LARPAK & Co. On 18th inst.

LONDON & ANTWERP. HAICHING. Brit. str. 1. S. H. Croxby. BUTTERFIELD & SWIRE. On 18th inst.

LONDON & ANTWERP. KALSO MARU. Jap. str. 1. S. A. Crosby. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. KAMATARA MARU. Jap. str. 1. F. H. Rolfe. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. KUMANO MARU. Jap. str. 1. M. C. Smith. SHEWAN, TOMES & Co. On 18th inst.

LONDON & ANTWERP. TIENTSIN. Jap. str. 1. J. B. v. Damme. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. KIWANO MARU. Jap. str. 1. W. J. Bishop. CANADIAN PACIFIC RAILWAY. On 18th inst.

LONDON & ANTWERP. KAMATARA MARU. Jap. str. 1. T. A. Mitchell. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. KALSO MARU. Jap. str. 1. Yoshikawa. NIPPON YUSEN KAISHA. On 18th inst.

LONDON & ANTWERP. HAITAN. Brit. str. 1. Weigall. JARDINE, MATHESON & Co., Ltd. On 18th inst.

LONDON & ANTWERP. HAIYANG. Brit. str. 1. F. Somhill. MELBOURNE & Co. On 18th inst.

LONDON & ANTWERP. HAICHING. Brit. str. 1. F. Jamieson. BUTTERFIELD & SWIRE. On 18th inst.

LONDON & ANTWERP. KALSO MARU. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. KAMATARA MARU. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. KUMANO MARU. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. TIENTSIN. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. KIWANO MARU. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. KAMATARA MARU. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. KALSO MARU. Jap. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. HAITAN. Brit. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. HAIYANG. Brit. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. HAICHING. Brit. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

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LONDON & ANTWERP. HAIYANG. Brit. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

LONDON & ANTWERP. HAICHING. Brit. str. 1. E. de Catalano. MAGNETIC MARITIME. On 18th inst.

VESSELS ON THE BERTH

RUSSIAN VOLUNTEER FLEET.

THE Steamship

"EKATERINOSLAVL" 6,581 R. Tons, Commander O. Tiedeman.

Expected at HONGKONG, SUNDAY, 2nd June. After discharging Hongkong Cargo will be ready to load for ODESSA via SINGAPORE, PENANG, COLOMBO, JERU, JERU, HONOLULU, PORT SAID, and CONSTANTINOPLE.

For full information regarding freight or passage, apply to CAPTAIN D. LUKHMANOFF, Agent.

Hotel Mansion, 3rd Floor, Nos. 12a and 14, Telephone No. 1224. Hongkong, 30th May, 1912. [768]

For SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Hongkong, Madras and Mauritius.)

THE Steamship

"DILWARA" Captain W. J. Bishop, will be despatched at above TO-MORROW, the 4th June, at 3 p.m.

For Freight or Passage, apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, 31st May, 1912. [769]

GLEN LINE (McGREGOR, GOW & Co. LIMITED).

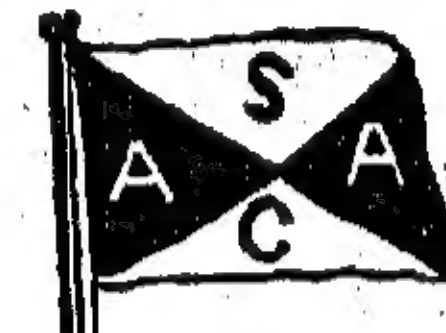
THE Steamship

"GLENSTRAB" Captain J. MacGillivray, will be despatched for LONDON and ANTWERP on WEDNESDAY, the 5th June.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 17th May, 1912. [654]

HONGKONG-BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast and to proceed via Cape of Good Hope.)

S.S. "WALTON HALL" On or about 6th June.

For freight and further information apply to—SHEWAN, TOMES & Co., General Agents.

Hongkong, 14th May, 1912. [709]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PRESSANG, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA" Captain E. P. Martin, R.N.R., carrying His Majesty's Mail, will be despatched for this for BOMBAY, on SATURDAY, the 8th June, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MAGNOLIA," 10,512 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be conveyed via Bombay by the s.s. "INDIA," due in

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	ARCADIA	Daylight, 6th June.	Freight and Passage.
LONDON VIA USUAL PORTS	PELTA	Noon, 8th June.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SYRIA	About 17th June.	Freight and Passage.

For Further Particulars apply to

H. W. D. SHALLARD,
Acting Superintendent

Hongkong, 3rd June, 1912.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"KAIFONG"	On 4th June, 4 P.M.
HAIPHONG	"SINGAN"	On 6th June, 9 A.M.
SHANGHAI	"CHINHUA"	On 6th June, 4 P.M.
SHANGHAI	"ANHUI"	On 8th June, 11 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 10th June, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUL".
AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING".
Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANIL", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	On 31st May.	On 6th June.
EMPIRE	On 28th June.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A daily qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HATTAN"	Capt. J. S. Roach	TUESDAY, 4th June, at 11 A.M.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 7th June, at 11 A.M.
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 11th June, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	WEDNESDAY, 5th June, at 11 A.M.
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Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of June and July—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS

Hongkong, 1st June, 1912.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAMBURG and BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports—also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, Kobe and YOKOHAMA:	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SEGOVIA	S.S. SITHONIA
6th June.	3rd June.
S.S. SILEZIA	FOR HAVRE, BREMEN & HAMBURG:
30th June.	S.S. SCANDIA
S.S. FURST BUELOW	FOR MARSEILLES, HAMBURG & ANTWERP:
27th June.	S.S. ANDALUSIA
S.S. GLODENFELS	FOR ROTTERDAM, HAMBURG & ANTWERP:
14th July.	S.S. BAYERN
S.S. SUEVIA	FOR MARSEILLES, HAVRE & HAMBURG:
29th July.	S.S. LIBERIA
	FOR ROTTERDAM, HAMBURG & ANTWERP:
	S.S. BADENIA
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. ALESIA
	2nd July.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 1st June, 1912.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU and TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

"NIPPON MARU." INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
TENYO MARU	E. Bent	TUESDAY, 4th June, NOON.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., at Noon.

THE S.S. "TENYO MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 4th June, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers— BUOY MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	DATE OF SAILING.
HONGKONG MARU	11,000	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.
BUOY MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,
King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalani.

(1st AND 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passenger and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKKAICHI, and YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKKAICHI, and YOKOHAMA	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.
	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland and San Francisco—
From Manila G. \$130.00
From Hongkong, Shanghai and Keelung G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama G. \$ 95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation forsteage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, "measure and Parcel. Special attention given toward Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW via SWATOW and AMOY	"KALJO MARU"	WEDNESDAY, 5th June, at Noon.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,
MANAGER

778-7

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KITANO MARU	9,000	WEDNESDAY, 5th June, at Daylight.
	IYO MARU	7,000	WEDNESDAY, 19th June, at Daylight.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU	6,000	FRIDAY, 7th June, at Noon.
	KUMANO MARU	6,000	FRIDAY, 5th July, at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU	5,000	MONDAY, 10th June.
KOBE and YOKOHAMA	TANGO MARU	8,000	WEDNESDAY, 5th June, 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	6,000	WEDNESDAY, 5th June, at Noon.
SHANGHAI, MOJI and KOBE	WAKASA MARU	7,000	WEDNESDAY, 5th June.
KOBE	JINSEN MARU	4,000	MONDAY, 3rd June.

Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. † Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG and RANGOON.

The next steamer from Hongkong:—

"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st Class	\$135	\$122	\$108	\$95
2nd "	\$ 81	\$ 75	\$ 65	\$ 57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.
112-113-656

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave to HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Dus (Brisidid 2 days earlier)	Dus (London 1 day later)
Steamer	Tons	Steamer	Tons	
DELTA	8000	MACEDONIA	10500	SUNDAY July 13
ARCADIA	7000	MOREA	11000	July 21
ASSAYE	7500	MARMORA	10500	Aug. 4
DEVANHA	8000	MOLDAVIA	10500	Aug. 18
DELTA	8000	MALOA	12500	Sept. 1
EGYPT	8000	MONGOLIA	11000	Sept. 15
				Sept. 21
ARCADIA	7000	MEDINA	12500	Sept. 28
ASSAYE	7500	MALWA	11000	Oct. 12
DEVANHA	8000	MOOLTAN	10000	Oct. 26
INDIA	8000	MONGOLIA	10500	Nov. 9
				Nov. 15

Passengers change Steamers at COLOMBO, and the for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12
IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave HONGKONG	Dus LONDON
	Tonnage	about
SYRIA	7000	June 17
NORE	7000	June 26
SIMLA	6000	July 10
NUBIA	6000	September 4
SARDINIA	7000	September 18

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES. FARES TO LONDON:
1st SALOON £55.0 SINGLE, £82.10 RETURN.
2nd " £38.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
Acting Superintendent

781



REDUCED PRICE:
75 cents

for 16, 25, 32 and 50 C.P.
REBATES TO RETAILERS.

OBTAINABLE FROM
HUGO C. A. FROMM.
HONGKONG, 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 31st May, 1912.



FELT-HATS

of the **BERLIN GUBENER HUTFABRIK, GUBEN,**
had an enormous success last year and orders for the
NEXT SEASON are booked NOW.
Apply to the General Agent for Hongkong and China:

HUGO C. A. FROMM.
HONGKONG, 4, QUEEN'S BUILDINGS. TEL. No. 960.
Hongkong, 31st May, 1912.



OBTAINABLE FROM—
THE SINCERE CO., LTD.,
SUB-AGENT FOR HONGKONG.
Hongkong, 31st May, 1912.

POST OFFICE NOTICE

THE KING'S BIRTHDAY.

To-day, being a General Holiday, the Post Office will be open from 8 till 9 a.m. There will be a delivery of ordinary correspondence and a collection from the Pillar Boxes on Sunday.

The Money Order Office will be entirely closed.
In the event of the arrival of the French Mail from Europe there will be a delivery of ordinary correspondence only.

Only fully prepaid Letters and Post Cards are transmissible by the SIBERIAN ROUTE TO EUROPE.
Letters for this route should be superscribed via SIBERIA.

The Parcel Post system to the following places in China is for the present suspended:—Hupei and Hunan.

The *Arctica*, with the English Mail, left Singapore on Saturday, the 1st inst., at 8 a.m., and may be expected here on Wednesday, 5th inst., at about 11 a.m. This packet brings the parcel mails closed in London for despatch by the all sea route on the 1st May, and for despatch overland on the 8th May.

FOR	PER	DATE
Shanghai and North China	Monday, 3rd, 9.00 A.M.	
Haiphong and Pakhoi	Monday, 3rd, 9.00 A.M.	
Macao	Monday, 3rd, 9.00 A.M.	
Philippine Islands	Monday, 3rd, 9.00 A.M.	
Haifong and Pakhoi	Tuesday, 4th, 9.00 A.M.	
Swatow, Amoy, Formosa and Foochow	Tuesday, 4th, 10.00 A.M.	
Wei-hai-wei and Tientsin	Tuesday, 4th, 10.00 A.M.	
Kobe, Shanghai, North China, Japan, Honolulu, United States, Canada, and South America via San Francisco	Tuesday, 4th, 10.00 A.M.	
(EUROPE, VIA SIBERIA)	Tuesday, 4th, 10.00 A.M.	
Saigon, Straits, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Marseilles	Tuesday, 4th, 10.00 A.M.	
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.		
Late Letters 11.00 to Noon Extra Postage 10 cents		
Macao, Straits, and India via Calcutta	Tuesday, 4th, 1.15 P.M.	
Keelung, Shanghai, North China and Japan via Moji, Victoria and United States and Seattle	Tuesday, 4th, 2.00 P.M.	
Philippine Islands	Tuesday, 4th, 3.00 P.M.	
Shanghai, North China, and Japan via Kobe	Tuesday, 4th, 4.00 P.M.	
Straits and Ceylon	Tuesday, 4th, 5.00 P.M.	
Fort Bayard, Haiphong and Pakhoi	Wednesday, 5th, 8.00 A.M.	
Swatow	Wednesday, 5th, 10.00 A.M.	
Swatow, Amoy, Formosa and Foochow	Wednesday, 5th, 11.00 A.M.	

COMMERCIAL

CLOSING QUOTATIONS.

June 1st.	
ON LONDON:—	
Telegraphic Transfer	253
Bank Bills, on demand	253
Bank Bills, at 30 days sight	253
Bank Bills, at 60 days sight	253
Credits, at 4 months sight	253
Documentary Bills 4 months sight	253
ON PARIS:—	
Bank Bills, on demand	253
Credits, at 4 months sight	253
ON GERMANY:—	
On demand	205
ON NEW YORK:—	
Bank Bills, on demand	48
Credits, at 60 days sight	49
ON BOMBAY:—	
Telegraphic Transfer	149
Bank, on demand	150
ON CALCUTTA:—	
Telegraphic Transfer	149
Bank, on demand	150
ON SHANGHAI:—	
Bank, at sight	72
Private, 30 days sight	73
ON YOKOHAMA:—	
On demand—Peco	98
ON MATRIA:—	
On demand	85
ON SINGAPORE:—	
On demand	123
ON BATAVIA:—	
On demand	123
ON HAIPHONG:—	
On demand	123
ON SAIGON:—	
On demand	123
ON HANGKOW:—	
On demand	123
SOVEREIGNS, Bank's Buying Rate	151.30
GOLD LUMP, 100 fine, per tole	28.4
BAS SILVER, per oz.	28.4
SUBSIDIARY COINS.	
Chinese, 20 cents piece	\$3.10 discount
Chinese, 10 "	\$3.36 "
Hongkong, 20 "	\$3.50 "
Hongkong, 10 "	\$3.30 "

MAILS VIA SIBERIA.

London	Shanghai
May 15th.	June 1st.
May 18th.	June 3rd.

SHARE LIST.—QUOTATIONS.

Hongkong, 1st June, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$842, sellers
China Bank Corporation, Limited	50,000	\$12	all	\$93, x. div. sel.
China Light and Power Company, Limited	50,000	\$5	all	\$2.10
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$3.60
CORPORATIONS.				
Two Cotton Spinning & Weaving Co., Ltd.	20,000	Ts. 50	all	Ts. 85
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	\$7	all	\$22
DOCK AND WHARVES.				
H'kong & Kwong Wo Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, buyers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$3	all	\$63, sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Ts. 100	all	Ts. 50, sales
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Ts. 100	all	Ts. 91
Green Island Cement Co., Limited	400,000	\$10	all	\$43, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$23, sellers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$110
Manila Metropolitan Hotel Limited	8,000	\$5	all	\$72, sales
Hongkong Ice Company, Limited	15,000	P. 10	all	\$25
Hongkong Rope Manufacturing Co., Limited	50,000	\$25	all	\$212
H'kong & South China Steam Fisheries Co., Ltd.	60,000	\$10	all	\$19, sales
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$223, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132, sal. & sel.
China Trade Insurance Co., Limited	24,000	\$33.33	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$350
North China Insurance Co., Limited	10,000	\$15	\$5	Ts. 140
Union Insurance Society, Limited	12,400	\$25	\$100	\$808
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$190, Ex 75
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$106, sellers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$8, sellers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34, sales
Shanghai Land Investment Co., Limited	70,000	Ts. 50	all	Ts. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, sales
Manhattan Bldg. Co., Ltd.	25,000	Gds. 10	all	Ts. 69
MINING.				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	\$6, buyers
Tromok Mines, Limited	150,000	\$1	all	\$7, buyers
Hoswood Tin and Rubber Estate, Ltd.	715,220	\$1	all	\$9
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$3.50, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11
Philippine Co., Limited	75,000	\$10	all	\$1.10
RAFFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109
London Sugar Refining Co., Limited	7,000	\$100	all	\$32, sellers
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$10, sales
Douglas Steamship Co., Limited	20,000	\$50	all	\$27
Hongkong, Canton & Macao S.S. Co., Ltd.	30,000	\$15	all	\$26, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$65, L'don
Shall Transport & Trading Co., Limited	2,500,000	\$1	all	\$17, 28.6d.
Star Ferry Company, Limited	10,000	\$10	all	107/3, sales
South China Morning Post, Limited	10,000	\$10	all	\$35, bu. x.
Steam Laundry Company, Limited	6,000	\$25	all	\$24, bu. j. div.
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$64, buyers
Watkins, Limited	10,000	\$10	all	\$33, buyers
A. S. Watson & Co., Limited	30,000	\$10	all	\$5, sellers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Canada Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$35
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	all	\$4
Union Waterboat Co., Limited	100 fiders	\$10	all	\$1
EVERETT.				
Para Rubber in London	50,000	\$10	all	\$73, buyers

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Ts. 767,200	Ts. 250	7% p. annum	Per.

VERNON & SYMPH. Share Brokers

TO-DAY

King's Birthday (1865).
General Holiday.
7 A.M.—Parade of Troops on Cricket Ground.
King of Denmark's Birthday (1843).

TO-MORROW

2.45 P.M.—Auction of Valuable Household Furniture at "Wellburn," No. 81, The Peak, by Mr. Geo. P. Lammert.

FORTHCOMING EVENTS.

Sunday, 23rd June:—
Prince of Wales' Birthday (1894).

THE CIGARETTES OF DISTINCTION

ALWAYS FRESH STOCKS.



SOLD EVERYWHERE.

Bouton Rouge
and
Felucca
EGYPTIAN
CIGARETTES

Unique in Quality
and Price

These two brands, made
by Messrs. Maspero Freres
in Cairo, are a revelation
in Egyptian Cigarettes.

A Luxury
to the man of Taste

Sole Agents
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Tobacco Co., Ltd.
Hong Kong.

TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—

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WARRANT awarded our Company
for Milk."



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CONDENSED MILK.
STERILIZED NATURAL
MILK.
EVAPORATED CREAM.

ON SALE AT ALL STORES.

SHERRIES.

Marques del Meritos Sherries are famous all over the world
for their Superb Quality and Flavour. We have also Sherries
from Buckingham Palace (bearing the Royal Seal) which cannot
be equalled in the East.

Prices to suit all, from \$1 to \$10 per Bottle.

GANDE, PRICE & CO., LTD.,

WINE MERCHANTS.

12, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 135.

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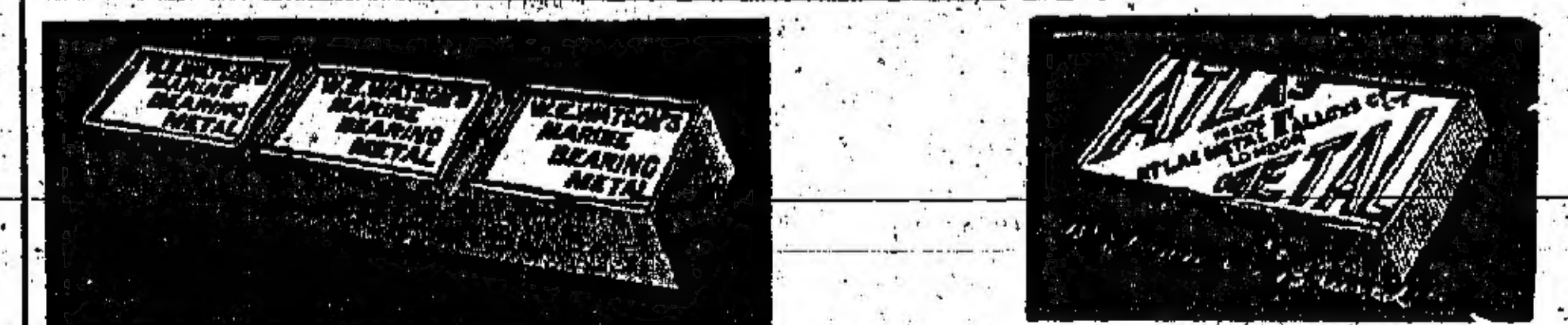
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FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



ATLAS METAL & ALLOYS CO., LTD.

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Large and Old Established Manufacturers of

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14, DES VEXES ROAD CENTRAL, HONGKONG.

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